

The Oregonian

Published at Portland, Oregon, Postoffice as Second-Class Matter. Entered as Second-Class Matter, March 1, 1881, under Postoffice No. 2154. Postpaid in Advance. (BY MAIL) Daily, Sunday included, one year, \$3.00; Daily, Sunday included, six months, \$1.75; Daily, Sunday included, three months, \$1.00; Daily, Sunday included, one month, \$0.30; Daily, without Sunday, one year, \$2.00; Daily, without Sunday, six months, \$1.20; Daily, without Sunday, three months, \$0.70; Daily, without Sunday, one month, \$0.25; Sunday, one year, \$1.00; Sunday, six months, \$0.60; Sunday, three months, \$0.35; Sunday, one month, \$0.15. (BY CARRIER) Daily, Sunday included, one year, \$3.00; Daily, Sunday included, six months, \$1.75; Daily, Sunday included, three months, \$1.00; Daily, Sunday included, one month, \$0.30; Daily, without Sunday, one year, \$2.00; Daily, without Sunday, six months, \$1.20; Daily, without Sunday, three months, \$0.70; Daily, without Sunday, one month, \$0.25; Sunday, one year, \$1.00; Sunday, six months, \$0.60; Sunday, three months, \$0.35; Sunday, one month, \$0.15.

PORTLAND, THURSDAY MARCH 2, 1911.

THE INCOME TAX AMENDMENT.

The course of the Federal income tax amendment does not run so smooth as its friends might desire. Reports are now at hand from twenty states which have voted upon it in their Legislatures. In the majority of these states the amendment was rejected. It requires the assenting vote of three-fourths of all the states to make the amendment valid, and since twelve is not three-fourths of twenty it is apparent that the necessary vote is not being obtained. These facts are of course of no small importance, and it is not surprising that the amendment is being rejected. It requires the assenting vote of three-fourths of all the states to make the amendment valid, and since twelve is not three-fourths of twenty it is apparent that the necessary vote is not being obtained. These facts are of course of no small importance, and it is not surprising that the amendment is being rejected.

Up to the present the amendment has found most favor in the South and least in the extreme East. New York rejected it under the influence of Governor Hughes and likely enough his objections had weight in Massachusetts, Rhode Island and Vermont, which voted the same way in the subject. It has been rejected in Virginia. There the Legislature seems to have thought that the power to tax incomes should be retained exclusively by the states and not shared with the general Government.

NOT THE WORST, NOR THE BEST.

It was not the "worst Legislature" in the history of Oregon. It was not the most corrupt Legislature in the history of Oregon. It was not the least intelligent Legislature in the history of Oregon. But it appropriated more money. So does everybody else spend more money. County, city and local governments spend more money. The people themselves spend more money. In every part of the country they have been called on to make or uphold a state appropriation have voted aye. In Portland, millions of dollars have been freely voted by the electorate for bridges, public docks, extensions to water system, and so on. It is the habit of the time to vote aye on every proposition of this kind. Now we are going to have more bridges and a public auditorium, all of which cost money. Besides, the Legislature of 1911 was a people's Legislature. It was made up of the same kind of men that constituted the Legislature of 1907. It was a Legislature no better, no worse, perhaps, but a pretty fair average. The famous 1907 hold-up Legislature, odious in the memory of all citizens who look askance at Legislatures, had the usual personnel of Legislatures. It had an unusual number of hold-ups. Mr. U'ren was among them. Mr. U'ren was among the hold-ups or hold-outs. He helped Jonathan Bourne, Jr., hold up and hold out. When we permit ourselves to be horrified, therefore, about Legislatures and particularly about the Legislature of 1911, let us remember that we are contemplating the high and holy motives of the good and pure men who were there on the ground, holding up and holding out, and cease our repining.

RUEF'S SAD FATE.

It is impossible to escape the impression that the order of the California Supreme Court nullifying its previous ruling in the Ruff case is a sad fate. It is a sad fate because it nullifies the decision of the California Supreme Court which was based on the same facts. It is a sad fate because it nullifies the decision of the California Supreme Court which was based on the same facts. It is a sad fate because it nullifies the decision of the California Supreme Court which was based on the same facts.

THE BRIDGE-DRAW PROBLEM.

Elsewhere the Oregonian prints a communication from Mr. Z. Allen Harrison, who is prominently identified with one of the oldest steamboat lines operated out of Portland, and consequently opposed to interference with the Government regulations for handling the draws to the bridges. Mr. Harrison says slightly in assuming that the proper conclusion to draw from the newspaper accounts on the bridge subject is "that the river transportation was of very little interest to the city and state." The steamboat business and the logging and lumbering business, with which it is closely connected, have been important factors in the growth and prosperity of the city. It is equally true that there are hundreds of other industries in this city which contribute much to the business that is given the steamboats.

GOOD AND BAD BANKING.

The Supreme Court of the United States has declined to reconsider its opinion that the Oklahoma bank guaranty will therefore continue to protect and justify by law inefficient and reckless banking and to penalize good banks for the mistakes and dishonesty of the bad. It is as well, perhaps, that this unscientific and uneconomic act be allowed to stand in Oklahoma. It would be a good idea to have a bank guaranty will have to run its course somewhere. But let us see what is happening in Oklahoma. When the state banks were placed under the protection of the guaranty law, the National banks withdrew from the state. But several bad failures of state banks occurred, and assessments amounting to about \$447,000 were levied to make good the losses. These being no guaranty to the "good banks," under the guaranty system, that the state banks would continue and perhaps become heavier as the days go on, the state banks are now seeking to escape the menace of an enforced alliance and responsibility with other con-

\$530,000,000, her exports and imports reaching the enormous total of \$5,545,150,000.

In segregating the import and export figures of Great Britain, the Oklahoma National Bank has gained \$1,853,652 in deposits over the previous year, while the state banks had lost \$57,756.

THE NEW FRENCH MINISTRY.

Persons who like to think of the French as a fickle nation incapable of orderly self-government will be disappointed at the ease with which a new Ministry has been formed to succeed the Briand Cabinet. Apparently President Fallieres had his eye upon the right man, and at his request M. Monie at once accepted the task of forming the new Ministry. The report that he will receive the honor of the radical republicans to which party he belongs, but also of the socialists, shows that there is no imminent danger of instability in the government of France.

Briand has been losing favor with the socialists for a long time. Earlier in his career he was a militant member of that party, but when he accepted office he became conservative. This was perfectly natural, but they never forgave him for the change. By his vigorous measures in settling the celebrated railroad strike he exercised the same self-reliance and confidence that they have moved heaven and earth to make his position untenable. At last they have succeeded and M. Briand leaves his office speaking bitter words of disgust with public life and popular ingratitude. An able man of profound integrity, he has his full duty in a national crisis and suffers the disagreeable consequences which often follow unyielding rectitude.

THE AMERICAN HEN SEEMS TO BE COMING TO THE RESCUE OF THOSE WHO SUFFER FROM THE HIGH COST OF LIVING.

The American hen seems to be coming to the rescue of those who suffer from the high cost of living. Perhaps the best feature of the declining prices for her fruit is the fact that the poultryman does not suffer any loss through decreasing prices. There is more profit in eggs at 25 cents per dozen than at 50 cents. For the reason that the same flock will produce three or four times as many eggs as they will lay when eggs are 50 cents per dozen. Butter and meat products are also reported to be declining in price in the East, and from present appearances the consumer is about to have an inning.

A NEW CENSORSHIP.

We must all sympathize with the efforts of the New York clergymen to purge the stage of "vulgarity and profanity," even if we have no vivid hope of their success. One difficulty is to define the terms. What is vulgarity? From one point of view there is vulgarity in English letters and vulgarity in the conversation of Falstaff. Shall we exclude it from the stage? There are expressions in Romeo and Juliet which shock the modern ear. The old nurse in particular uses not very choice language, but it would be rather a piece of vandalism to expunge her talk. Vulgarity is a word which admits of many meanings. We should imagine that it would be a sad day for the drama when a censor received the power to forbid plays which in his eyes lacked refinement. Profanity, of course, is another matter. Some actors depend for popularity upon the skillful use of the word "damn," and when that falls to draw they proceed to oaths of darker hue. Certainly they ought to be taught better, but it is that object important enough to justify a censorship of the stage by the clergy?

HOOD RIVER, OR.

The presence of cholera in Honolulu is properly regarded as a menace to the Pacific Coast, and especially to San Francisco, the port most directly connected with the Hawaiian city. Forewarned is forearmed, however, and strict quarantine measures have been taken to prevent the introduction of the plague through traffic between these ports. The "divided skirt" began with two parts. Now by grace of Mrs. Alfred Marchal it has four. The next step will be eight, then sixteen, and so on until it is reduced to a mere pair of strings. When the trousers have been so reduced perhaps fashion will next attack the corset and slash it up into innocuous sections.

LONGSHOREMEN ARE A HUSKY LOT, AND SOMETIMES GOOD FIGHTERS, BUT THEY HAVE HEARTS THAT FEEL FOR THE DESTITUTE.

Longshoremen are a husky lot, and sometimes good fighters, but they have hearts that feel for the destitute. When the Seattle fire gave their services free to load relief for the starving Chinese. Next time they "knock the bloody blocks" off a few heathen shoulders any excuse they offer will be accepted. It is Mr. Frick's money and he can pay half a million for the painting of a bridge. He is forgetting that once upon a time a member of an ancient trust would have given much more than that sum for a drink of water. It is just as well the jackrabbit cannery at Baker turns out no bologna product for the killing of dog dogs in one day would give its patrons pause, as well as other things.

APPOINTMENT OF A COLORED MAN TO BE ASSISTANT ATTORNEY-GENERAL IS A TRIBUTE TO MERIT AS WELL AS RECOGNITION OF A LARGE BODY OF CITIZENSHIP.

Appointment of a colored man to be Assistant Attorney-General is a tribute to merit as well as recognition of a large body of citizenship. Albany, Or., merchants contemplate a stylish show of women's goods late in the month. Have they consulted Anthony Comstock? Up at Freewater a second artesian well has been developed. The man who named that town knew his business. Lorimer is as white as the driven snow, but has a smell of lime.

in keeping with successful efforts made elsewhere in similar cases. Portland needs the water carriers and the water carriers need Portland. Neither would be here without the other. Thus, having such a mutual-ity of interests, there can be no reason why an immense majority of the people should be inconvenienced, for a very small minority. As stated by Mr. Harrison in his communication, "let us be fair to the best interests of the city."

An effort is being made to have the Port of Portland dredge Oregon slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can be made of the money available for dredging by investing it in Willamette River dredging. This will open a channel down the Columbia in good shape. Much of our deep-water shipping has been forced down below the bridges. As the city grows, this class of shipping will work still farther down the stream, and it will be necessary for the Port of Portland to keep the water in the slough deep enough to make it accessible for seagoing vessels. Eventually this may be necessary, but until we have made use of the miles of good wafer frontage much nearer the city much better use can